

The Hong Kong Telegraph.

No. 103.]

HONGKONG, WEDNESDAY, OCTOBER 12TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR SYDNEY AND MELBOURNE.

Taking through Cargo for Queensland Ports and New Zealand.

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY'S STEAMER "CATTERTHUN," will be despatched as above on or about the 18th October.

For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 28th September, 1881.

FOR SAN FRANCISCO.

THE 100 A1 British Steamship "CASCADIA," W. A. Fraser, Master, will load for the above port, and will have quick despatch.

For Freight, or Passage apply to
RUSSELL & Co.
Hongkong, September 23th, 1881.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE Steamship "JAPAN,"
Captain T. S. Gardner, from Calcutta, Penang, and Singapore.

The above steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 10th instant, will be landed and stored at Consignee's risk and expense and no Fire Insurance will be effected.

Consignees are hereby informed that they will be required to sign the General Average Bond before taking delivery of their goods.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 7th October, 1881.

Intimations.

NOTICE.

GOODS received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt.

For the MEEKER Godown Co.,
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS
AND
JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
Jewellers, Silver-smiths, and
Opticians.
Charts and Books.
Nautical Instruments.

Sole Agents
for *Louis Audemars' Watches*;
awarded the highest Prizes at every
Exhibition;

and for *Voigtlander and Sohn's*
Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE
LONDON AERATED
WATERS,
AND GENERAL AGENTS.
7, Beaconsfield Arcade.

Intimations.

ST. ANDREW'S DAY.

SCOTCHMEN, resident in the Colony, are invited to meet in the CITY HALL on the evening of THURSDAY NEXT, the 13th instant, at six o'clock for the purpose of deciding upon the manner in which the forthcoming National Festival shall be celebrated.

Hongkong, 8th October, 1881.

TAKASIMA COLLIERY.

JARDINE, MATHIESON & Co., Agents.

BEST LARGE TAKASIMA COAL,
at \$7 per ton F.O.B., in quantities to suit purchasers.

Apply to

T. G. GLOVER.
Hongkong, 6th October, 1881.

NOTICE.

I have this day established myself as Merchant and General Commission Agent, under the style of W. G. HUMPHREYS & Co.

W. G. HUMPHREYS.
Bank Buildings,
Hongkong, 1st October, 1881.

JUST RECEIVED.

A SMALL SIZE ORGAN, by Geo. A. PRINCE & Co., Buffalo, N.Y.
FOR SALE CHEAP.
Apply at the VARIETY STORE.
Hongkong, 10th October, 1881.

TUITION IN THE FRENCH LANGUAGE,
by Monsieur LOUIS PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

Afong, Photographer,

HAS A LARGER COLLECTION OF VIEWS than any other in CHINA.
Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of
D. K. GRIFFITHS,
Studio 8, Queen's-road.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER
always on hand.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881.

William Schmidt & Co.

GUNMAKERS, &c.
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition
always on hand.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.
Good accommodation for Visitors,
English & American Billiards.
Tiffin at One o'clock.
Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK,
Proprietor.

Intimations.



SEALED TENDERS will be received by the Undersigned on or before MONDAY, the 24th instant, at Noon, for the building of a TORPEDO MOORING STEAMER and a WOODEN TORPEDO LIGHTER (including machinery), according to Specifications and Conditions, which can be seen on application to the Naval Storekeeper's Office.

The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.

E. B. JOREY,
Naval Storekeeper.
H.M. Naval Yard, Hongkong.
3rd October, 1881.

V. R. GOVERNMENT NOTIFICATION.
No. 219.

SALE OF THE OPIUM FARM.

Notice is hereby given, that TENDERS for the PRIVILEGE of PREPARING and SELLING PREPARED OPIUM within the Colony for the term of ONE, TWO, or THREE YEARS from the 1st of March, 1882, under the provisions of Ordinance No. 2 of 1858, No. 1 of 1859, and No. 7 of 1879, will be received at this Office until Noon on MONDAY, the 24th October, 1881.

Each Tender should specify the monthly payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender.

Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By His Excellency's Command,
M. S. TONNOCHY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th August, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881.

LE CERCLE-TRANSPORTS.
SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSE & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
CANVAS.

ARNHOLD KARBURG & Co.
Hongkong, 15th June, 1881.

O. L. THEVENIN.

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.
HONGKONG HOTEL BUILDING,
QUEEN'S-ROAD CENTRAL.

For Sale.

KELLY & WALSH'S

CHEAP AND LIGHT LITERATURE.

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins.
Mary Marston, by Geo. Macdonald.
From the Wings, by B. H. Barton.
A Confidential Agent, by Jas. Payn.
He that will not when he may, by Mrs. Oliphant.
Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton.
Countess of Bonneval, by Lady Fulerton.
The Hunters at Launial Head, by Mrs. Lynn Linton.
Dr. Wortle's School, by A. Trollope.

New Novels at 75 cents.

Moths, by Onida.
A Tangled Skein, by the Author of Filthy Lucre.
The Capel Girls, by Ed. A. Garrett.
High Spirits, by James Payn.
A Pink Wedding, by R. M. Jephson.
Mr. Dorillon, by Jean Middelmass.

Lord Beaconsfield's Novels.
Ready Money Mortiboy Series of Novels
Charles Lever's Novels.
Whyte Melville's Novels,
Wilkie Collins's Novels.
Onida's Novels.
Miss Braddon's Novels.

Useful Hand Books, 50 cents. each.

Familiar French Quotations.
Familiar Latin Quotations.
Dictionary of Blanders.
The Secretary's Assistant.
Plutarch's Lives.

Rejected Addresses.
Bible Truths with Shaksperian Parallels.
Dictionary of English Proverbs.
Companion Letter Writer.

Hongkong, 1st October, 1881.

BY SPECIAL APPOINTMENT TO
H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,

Is now showing a large and well selected Stock of Black and Blue BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS. French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

SAYLE & CO.'S SHOWROOMS.

Autumn and Winter Fashions.

SAYLE & Co. will make their

FIRST SHOW ON TUESDAY NEXT, OCTOBER 4TH, and following days.

Parisian and English Novelties in all Departments.

Dresses,	Hosiery,
Millinery,	Ribbons,
Mantles,	Laces,
Satins,	Hats,
Silks,	Kid Gloves,
French and English Boots and Shoes, &c., &c.	

N.B.—The DRESSMAKING DEPARTMENT is now in full working order, under competent EUROPEAN SUPERVISION.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 30th September, 1881.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.
CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. &c.

De St. Marcoux & Co's CHAMPAGNE in quarts, pints and half-pints.
CLARET in WOOD.

CHARTREUSE, CURAÇOA, MARASCHINO.
Price list on application.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.

SHANGHAI PHARMACY,
SHANGHAI.

CANTON DISPENSARY,
CANTON.

THE DISPENSARY,
FOOCHOW.

THE
Hongkong Telegraph.

HONGKONG, 12TH OCTOBER, 1881.

CONTINUING our remarks on the recent meeting of the subscribers to the Race Fund, we must say that Mr. W. M. Morgan's proposal that the German Cup, for many years the great race of the meeting, should be made a forced entry for the subscription griffins, the entrance fees to be divided between the second and third ponies, ought to have, under the circumstances, received a more favorable reception than it actually did. In the first place it had the sanction and support of the donors of the Cup, the German community, represented by Mr. H. Hoppius, one of the Stewards of the Meeting. Secondly it should have commended itself to all true sportsmen as a certain means of ensuring a fair and square race for this valuable trophy, which, by the way, has not always been the case. And finally, it deserved approval as a direct encouragement to local racing enterprise. On what grounds Mr. Morgan was called to order we really cannot understand. Whether his observations regarding the narrow minded proclivities of certain of the Stewards were judicious, or in good taste, can only be a matter of opinion; but according to all recognised rules of debate they were perfectly justifiable reasons for the feeling of the meeting to be taken upon the question at issue. Mr. W. M. Morgan had just as much right to propose, at what was understood to be a public meeting of the subscribers to, and supporters of the Hongkong Races, certain definite proposals affecting a certain race, as Mr. De Courcy Forbes had twelve months ago in proposing a radical change in the conditions of the race for the Ladies' Purse, or on the present occasion, the alteration of an important racing rule. If Mr. Morgan was out of order, so undoubtedly was Mr. Forbes. We think both gentlemen were quite in order, and further that the Hon. P. Ryrie must have been exceedingly thin-skinned to have felt aggrieved at a slightly adverse expression of opinion about the Stewards, which may or may not have been deserved. As representatives of public interests the Stewards of the Races, as such, are fair game for public criticism and comment, and so far as we have been able to ascertain, Mr. Morgan did not exceed his prerogative as a subscriber to the Race Fund. No doubt, as the Chairman observed, the proposal would receive the utmost consideration from the Stewards; but Mr. Morgan contended, and on perfectly tenable grounds, that the question was one for the meeting to decide, and not for the Stewards. We rather think that the proposal about the Ladies' Purse a year ago was settled by the subscribers and not left to

the Stewards, which we should imagine, the cases being almost identical in every respect, would have been a good precedent to follow.

No sensible person would wish to curtail, or encroach upon the privileges assigned by ancient custom to a body of gentlemen who are good natured enough to undertake a lot of extra work and heavy responsibilities for pure love of sport. Nor on the other hand can that body of gentlemen expect, in matters of public and general interest, to be permitted to work their own sweet wills without fear of honest contradiction or impartial criticism. We have not always found the Stewards of the Hongkong Races amenable to reason; nor have they invariably shown themselves ready to acquiesce in the wishes of their constituents. Two years ago we solicited in the strongest possible terms the encouragement of the Stewards for the Subscription Griffin movement, the fairest and most successful, and most sportsmanlike system of racing ever seen in Hongkong. They distinctly, in the most unmistakable language, refused to recognise or to encourage subscription griffins, and the race-meeting in consequence proved a miserable fiasco. That the Stewards made a mistake has been proved by the permanent and eminently successful adoption of the system (which they then condemned. Last year, at the request of a large number of our racing friends, we petitioned the Stewards to encourage local jockeys by confining the race for the Canton Cup to amateurs who had never ridden a winner. The request was refused, although favoured by more than one member of the Executive. And so it was with regard to the meeting held in the Hongkong Club. In the face of all this, it can hardly be a matter of much surprise that Mr. Morgan was anxious to have his proposal either approved of or negatived by the subscribers present, instead of leaving it to be decided by the Stewards, and according to precedent, and the ordinary rules of public discussion, he was perfectly in order, legally justified in asserting his right to be heard.

It must not be inferred that we are instigating any captious opposition against the Stewards. We differ with them on several material, as well as on various unimportant, matters connected with racing management, and we consider it our duty, as well as our right, to plainly state these differences and our own independent views. However, in the future, as in the past, the Stewards can always rely on our loyal support, and on whatever assistance it may be in our power to afford them during the approaching racing season. We could not, as a public representative, after our public utterances, consistently attend a meeting which we contended was not properly convened; but we shall from time to time offer suggestions on the various subjects which invariably crop up every year. The question of giving direct encouragement to local jockeys has at last attained such importance that we confidently anticipate some provision will be made in the programme to induce at least a score of Hongkong aspirants to go into training on the chance of obtaining an opportunity to "witch the world with noble horsemanship."

The racing community will sustain a great loss by the departure of Lieutenant Friend, R.E., who has acted as Clerk of the Course for the past two seasons. Although the energetic young officer was rather inclined to err on the side of good nature, he was so indefatigable in the performance of his various duties and so courteous and obliging amidst all the difficulties of his position, that he soon obtained a well deserved popularity. When Lieutenant Friend leaves Hongkong he will carry with him the good wishes of the whole sporting community.

LOCAL AND GENERAL.

The "Glen" line steamer *Glenavon* bound for this port, passed the Suez Canal on the 7th inst.

The American barque *Edmond Plinney* was undocked at Sun-shui-po yesterday afternoon. The steamship *Dale* went into Kowloon Dock this morning.

The usual Regular meeting of St. John's Lodge No. 618, S. C., will be held in Freemason's Hall, Zetland St., this evening at 8.30 precisely. Visiting brethren are cordially invited to attend.

We learn that the O. & O. S. S. Co.'s steamship *Gaelic*, with the next American mail from San Francisco, arrived at Yokohama yesterday morning. The same Company's steamer *Oceanic* left San Francisco on the 8th instant.

We are glad to learn that Mr. A. Cagli has succeeded in obtaining a sufficient number of subscriptions to ensure the success of his project for bringing out an Italian Opera Company to Hongkong. Mr. Cagli proposes leaving for Italy by the Austro-Hungarian Lloyd's S. N. Co.'s steamer *Dido* tomorrow, and hopes to commence his operatic season in Hongkong early in February.

The publication of "Hieland Carlo's" letter is quite unnecessary, as the meeting of Scots convened for to-morrow evening may be safely trusted to come to a satisfactory decision as to the most advisable mode of celebrating the anniversary of St. Andrew. If our correspondent favours any particular mode of honoring the patron saint, he had better attend the meeting and lay his views before his countrymen.

Colonial Secretary's Office, Hongkong, 12th October, 1881.—The following telegram has been received and is circulated by command of His Excellency the Administrator:—"The Director of the Observatory, Manila, to the Governor of Hongkong.—Manila, 12th October, 1881, 9.20 a.m.—Received 9.25 a.m.—"Another typhoon is coming from the E. of Luzon; its direction seems to be N.W. & W."—W. M. DEANE, Acting Colonial Secretary. Another telegram dated Manila 11.20 this day, received at 11.50, says:—"The typhoon is now raging in the Provinces N. of Luzon; it seems to incline a little more to the N. than in the beginning."

A Coroner's Inquest was held at the Government Civil Hospital yesterday afternoon before Mr. H. E. Wodehouse, and a jury composed of Messrs. J. F. Broadbent, A. J. Ribeiro, and Wo Lin Tak on the body of an unknown Chinaman who was picked up dead at the back of the Po Lok theatre early yesterday morning.—Dr. Marques gave evidence that the body, which was that of a man of about 40 years of age, was brought to the Hospital, and duly examined. The body was very emaciated, and there was a brownish liquid in the stomach which had been handed to the analyst, but no trace of opium was found. Death might have been caused by starvation. The Coroner adjourned the inquiry until Tuesday next in order that they might have the result of the analysis of the fluid found in deceased's stomach.

The following remarks published in a recent number of *Jornal das Colonias*, extracted from a report in the *Diario de Manhã* on the executive commission of the *Centro Constituinte*, are worthy of attention, as evidencing the political changes which are gradually but surely working their way in Portugal:—"Our immense colonies, almost unexplored and lying waste, will form the future wealth and political importance of Portugal. They ought therefore to be properly governed, civilised, and cultivated. It will be absolutely necessary to entirely reform our present system of administration, abolishing the anachronism of military government, and for this aim, as well as for national defence, our navy demands reorganization at the earliest opportunity. We were the first navigators in the world centuries ago, and as a proof of our success as colonists we can proudly point to an Empire we founded which far exceeds in size the mother country. This fecundity has not been altogether lost, for we still retain the elements which enable us to retain all that has been left of our former grandeur, and to avail ourselves of the advantages to be derived from these possessions."

The necessary excavations and alterations at Kowloon Docks for the erection there of the West Point Patent Slip are already far advanced towards completion. In the course of a few days everything will be ready for the Slip being laid down. This centralisation of the Company's business should eventually lead to beneficial results. It seems a pity the Directors cannot see the advisability of laying down McDonald's Slip at Sun-shui-po. It would prove a great convenience, besides being most economical for small vessels.

By a private letter from Newchwang, dated 28th September, we learn that the prospects of the coming shooting season, more particularly in regard to large ground game, are very encouraging. A distinguished party of sportsmen, including the Prince de Lille and three French Barons, have recently arrived at Newchwang with the intention of remaining for the winter months to shoot over the Province. Our correspondent describes the natives as very civil and always ready to assist the foreign sportsman, and says that tigers, leopards, and wolves are plentiful and pheasants and other winged game abound.

A gentleman, who evidently knows nothing whatever about the special educational necessities of Macao, and whose opinions, however correct from an ordinary point of view, are consequently of little value in this particular case so ably dealt with by our special correspondent, writes as follows:—"Your Macao correspondent is evidently a pedagogue, who wishes to 'ride a hobby down.' There is nothing in the published schedule of subjects presented by the Portuguese Lyceum to call for all the loud talk and strong comment—although they have been offered in good faith. Your correspondent is not aware, perhaps, that taking the period ordinarily required to leave the sixth form of an English public school, and the subsequent three years required for the attainment of an ordinary B.A. degree in a British University, covers a space averaging eight years. In the most cosmopolitan University in the world, London, the minimum period from entrance preparatory or matriculation training in affiliated colleges and schools up to the final B.A. is six years. Re Elementary Natural Philosophy, a reference to any University Calendar will show that it is considered absolutely necessary in the very earliest stage of modern elementary education. Why were Todhunter's two parts written as volumes in Macmillan's (Cambridge and London) Series of Elementary Science class books? I am not competent to discuss the merits of classical education; but as regards Logic, Mental and Moral Philosophy, although admitting of a variety of terms, the branches named embrace all that may be reasonably included in a 'Moral Science' course, the necessity for which is, however, often superseded by a mathematical."

Commenting on Mr. Alford's pamphlet, the *Shanghai Mercury* says:—"Mr. Alford is apparently engineer to the proposed Tramway Company in Hongkong, and on comparison with other traction powers he concludes that compressed air is the best. So perhaps they are going to have compressed air as a motive power in Hongkong. Mr. Alford gives some interesting calculations about the cost of the different motive powers employed for tramways. They were given to him by a gentleman in Hongkong. In Hongkong, jinrickshas it is estimated cost 1½d. per mile per head. According to the 'home rule' for calculating the cost of traction for tramcars in large towns, horses ought to cost 5d. to 6d. per mile for 7 passengers (when owned), and 3d. to 4d. per mile for steam or compressed air locomotives (when purchased)." This indicates that man power is the dearest, as of course it ought to be; nothing degrades a country so much as competition between man and beast, and in the South of China, man has driven the beast almost out of the field. It is much the same here. We do not think mechanical locomotives would suit the streets of Shanghai; a steam engine would have its hecatomb of victims every week; the Chinese in the settlements regard every vehicle just as a votary of Jagannath regards the idol's car; he is anxious to get crushed by the wheels. But the cost of ponies for traction

would probably be much less than the above estimate. The animals cost much less than horses at home, and less also to feed; they are quite as strong as the horses usually used for omnibuses. They might get knocked up soon, but we can afford to be somewhat callous in that matter; in fact we must be, or we should be unable to take our walks or drives abroad, because we could not do so without cultivating indifference to the sufferings of the animal creation. We are sure the tramway ponies would not be anything like as much overworked as the ponies that draw the Chinese carriages that throng our outside roads.

THE HONGKONG CITY HALL.

The annual meeting of the shareholders in, and subscribers to, the City Hall, was held in the Library yesterday afternoon. There were present—Hon. F. B. Johnson (Chairman), Messrs. D. Ruttonjee, F. D. Sassoon, H. Hoppius, H. de C. Forbes, H. L. Dalrymple, A. P. MacEwen, J. J. Francis, A. Coxon, G. M. Bain, F. H. Arjane, D. N. Sakantwalla, H. Rustonjee, B. Byranjee, T. Jackson, W. M. Morgan, G. Holmes, J. A. Mosley, W. N. Bain, and W. H. Mossop (Secretary).

The Chairman said—Gentlemen, at the last annual general meeting I observe the minutes of the previous meeting were read and confirmed, but as I do not think this is the usual practice at public meetings of this kind I would suggest that on this occasion we take them as read. It would be rather tedious to read over all the speeches made at the last meeting, and with your permission I will sign these minutes as published in the *Daily Press* and confirm them. Gentlemen, it has been the practice to hold this meeting much earlier in the year, but the engagements of the committee have been so numerous that they were compelled to postpone it to the present time. Apart from the consideration that it is the duty of the committee to render periodically an account of their stewardship, as we have endeavoured to do in the report which has been published and circulated, I think these annual meetings are of considerable value, inasmuch as they tend to promote public interest in this institution, which I need not say is quite unable to stand alone and requires all the outside help we can obtain for it. Whether we regard the building as the most convenient place in which to hold these social gatherings in the winter months which go so far to relieve the monotony of our lives out here, or whether we look at it in respect of its contents, I mean the Museum and Library, which are evidently a source of great attraction to numerous classes in the community, I think it is essentially an institution which is worthy of popular support. The number of admissions during the past year has been smaller than during preceding years, but I think this may be traced almost wholly to the fact that in the earlier days of the Hall the Museum was a novelty. But the admissions are still very large, averaging as they do 350 or 400 a day, and I think we may safely conclude the popularity of the Museum is not in any way diminished, and, indeed, the interest our Chinese friends show in it is clearly demonstrated by the fact that their subscriptions have been nearly double what they were in any other year since the Hall was founded.—(Applause.) In the report we have drawn attention to the contributions to the Library and Museum, which have been received from the good friends who support us in that way, and I hope that in the future we may continue to receive liberal support in that form. In connection with this I wish to mention an idea which has occurred to me—I have not had time to lay it before my colleagues on the Committee—and that is, that I think one section of this Library might with very great advantage be set aside as a Chinese reading room. I know an institution of that kind has been very successful elsewhere. I should propose to stock the shelves with Chinese works, more especially translations of Western literature, which are now extensively circulated by bodies having the teaching of the Chinese at heart. I think if we could persuade the publishers and authors of such works to furnish us with copies, and also the conductors of Chinese newspapers to supply us with copies of their papers, we might promote an institution in the colony which will be very largely availed of by the Chinese. I throw this out as a suggestion which, if the meeting approve of it, I am sure the Committee will take into consideration. There is one subject which personally I would rather refrain from making any remark upon, and that is the dispute with reference to the Government grant. The concluding correspondence on this question is appended to the report, and we do very much regret the result. We would very gladly have the money. As you all know, I have joined the Committee since the dispute originated, and as a strictly impartial person I venture to say that after reading the correspondence I do not see how the Committee of this institution could have done anything else than that which they have done.—(Applause.) The charge laid against us, I

believe, is that we make race distinctions. Well, I admit the charge. We do make race distinctions, and I venture to say even in this very utilitarian age that I hope race distinctions will never disappear or give place to that dull uniformity which would obliterate national characteristics. I am of opinion that any person who wishes to see race distinctions disappear must be wanting in that quality which the late Lord Beaconsfield calls picturesque sensibility. I don't think it would make the world any happier if the Chinese were to adopt the chimney-pot hat and the swallow-tail coat, or if we were to adopt the Chinese queue. Unless it can be shown the distinctions made in our regulations are offensive and invidious we do right to show respect to the varied customs of the different nationalities in this colony. What are our regulations? Is it offensive to set aside Saturday mornings for Chinese women, who would not attend at all a time when the Museum was open to the general public. Or if we set aside all the other mornings, for the Chinese labourer, who may come in his working dress, or undress? Or is the other part of our regulations offensive, providing that all persons of every nationality without exception may use the Museum every afternoon, provided they come respectably clothed? If the Government will show us what we can do to keep up the efficiency of the place in the way it has been without maintaining these distinctions, we would adopt it. We have no personal feeling in this matter. We desire to do the best we can for the institution. Lord Kimberley made the suggestion that admission should be alternately free and by payment.

If the noble lord had known the conditions of society here he would have seen that his proposal was impracticable. In the first place we should exclude Chinese women, and in the second place the course proposed would involve the greatest possible inconvenience on the people of this Colony, who are absolutely destitute of small change. It would also destroy the character of the museum, which is essentially free to all. I submit the suggestion is altogether impracticable. Gentlemen, I have now to refer to the subject of the accounts. I observe that with the reports hitherto published no statement of accounts has been rendered and it was omitted from the report this year, but it occurred to the committee that it should be published. It is now laid on the table, and we will ask the reporters to be good enough to publish it with their report of the meeting. The accounts show a very gratifying balance on the 30th June last of \$2,300, and that is exclusive of what I may call the special fund-in-aid recently subscribed by the community, which amounts to \$1,300. I should say, with reference to this last fund, that this morning I received a letter from a gentleman who subscribed to it. He says—

Dear Sir,—Having observed a paragraph in the Annual Report of the City Hall Committee wherein the alacrity with which the appeal for subscriptions was responded to is quoted as a proof of the approval of the community of the course adopted re the Government grant, I beg to say I subscribed to it as a useful institution well worthy of support, but without any intention of thereby expressing any opinion on the dispute between the Government and the Committee.—I have the honour to be, Dear Sir, your obedient servant,

E. R. BELLIOS.

Well, I wish that supporters of this institution who consider that the policy of the committee is wrong would come here and state publicly their objections to it, and recommend or suggest to us an alternative course. We have a great deal of destructive criticism to contend with and we have not a single word of constructive advice.—(Applause.) I beg to move that the report as presented to the meeting be adopted.

Mr. COXON—I have much pleasure in seconding that. May I ask whether in the meantime Mr. Bellios's subscription has been returned to him, or if he has been requested to take it back.

The CHAIRMAN—The committee have taken no action on this letter. They have simply read it as it stands, and I understand it to be simply a correction of Mr. Bellios's supposed motives in subscribing.

The motion for the adoption of the report was then put and carried unanimously.

Mr. FRANCIS—I regret, Sir, there are so few of the general community present at this meeting, especially because I think the community ought to mark in the strongest possible manner their approval of the action of the Committee in this unfortunate dispute with the Government.—(Applause.) Therefore, small as is this meeting, I beg to propose—“That this meeting approves of the action of the Committee in reference to the question of the Government grant, and thanks them for the attitude they have taken up and maintained.”

Mr. MORGAN seconded.

Carried unanimously.

The CHAIRMAN—Gentlemen, though I think this motion relates rather to the former Committee than the present one, yet, on behalf of the Committee of last year, which assumed the attitude for which the thanks of the meeting are tendered, I beg to thank you.

The meeting then terminated.—Daily Press.

MANILA.

We translate the following items from *El Comercio*:—The Government have decided to establish telegraphic communication between Luzon, Panay, and Cebu, and the work will be commenced at once. A staff of 25 officers will be appointed for this telegraphic service. Applicants for appointments are desired to apply to the Government on or before the 31st instant. They will have to pass an examination, in accordance with the announcement which appeared in the *Gaceta* of the 4th inst. detailing list of subjects in which candidates will have to show proficiency.—The steamship *Mendez Nunez*, which arrived at Manila on the 4th inst. from Batangas, brought intelligence of a terrible storm which had visited that province. The wind blew with typhoon force, driving from the N.W. and veering round by W. to S.W., and a tremendous fall of rain added considerably to the damage occasioned by the storm. In Calumpian, a village to the north of Batangas, the substantially built premises of Mr. Manuel Javier Martinez were carried away from their foundations by the inundating flood, with the whole of the inmates, eleven in number. The bodies of five of these unfortunates were recovered on the beach at San Luis (Thal) a rather surprising circumstance when it is remembered that they must have been carried some 24 miles, and farther must have doubled Casador Point. In Calatagan, a pilot boat with the personal effects of Mr. Alcade of that province came to grief, and at San Louis a schooner laden with sugar foundered. The steamship *Oriana* was compelled to seek shelter at Balayan.—Since the steamer *Cebu* was successfully raised, great activity has been displayed in prosecuting the necessary repairs, in order to facilitate her early despatch to Hongkong, where she will be thoroughly refitted. It is believed she will be purchased by a local ship-owner on her return to Manila.

THE VISIT OF THE PRINCES.

The approaching arrival of the flying squadron with two British Princes serving on board one of the ships, and a number of officers, the *élite* of a splendid service, suggests every now and then the question of the hospitality that should be shown them. During the short term of their official visit the Grandsons of the Queen will be the guests of the Majesty of Japan, and His Highness Arisugawa-no-Mia is specially charged with the duty of providing for their entertainment. There will be plenty of hearty private hospitality at the disposal of the visitors; and there are rumours of a special fête to be organized on behalf of the foreign community of Yokohama and Tokio in honour of the visit of the fleet. The project is still so far in *nubibus* that whether it shall take the form of ball or banquet is as yet only vaguely debated. While conceding that a festive celebration in some form or other would be a graceful and appropriate compliment to an event of a lifetime, we are doubtful how far it might be in consonance with the wishes of those in whose honor it was prepared. The alteration in the programme of the fleet's movements will probably render its stay here shorter even than was at first proposed; and after the surfeit of parties, lunches, dinners, picnics, and receptions which has experienced at all its points of call, an interval of relief from dreary conventional gaiety, and an opportunity to explore the places of interest which will be still accessible, would probably be more esteemed than the costliest entertainment.

There is another point in connection with this “hospitality” business which just now deserves attention, though we approach it with some reluctance. The return of the compliment weighs very heavily upon those who are first entertained. No man in the world has a more fastidious horror than the British Officer of leaving undefrayed what he—perhaps often erroneously—considers a social obligation. On the other hand, an offering prompted by kindly feeling loses all pleasure for the donor, if it be accompanied by the prospect of a return at least in full, probably in overflowing measure. A naval officer has recently, in the columns of the *Standard*, expressed himself very plainly on this subject, or rather on one that dovetails into it—what he calls “professional hospitality offered

by one nation's sailors or soldiers to another's. He instances the recent case of one of our fleets visiting the Baltic, where the officers were royally treated by those of Russia and Germany. They had no course open but to accept, and, having accepted, to return, these civilities. And “what,” says the writer, “is the result, peculiarly speaking, to the officers appointed to these ships? What is the price paid for the weeks' cruise? The plain answer is, ‘A long period of debt. Not of debt thoughtlessly incurred by silly men careless of the future, but of one unwillingly thrust on those whose pay is not a penny too much to keep them in respectable circumstance.’ And a leading London paper goes so far as to say that there is a great deal of gross inconsiderateness in those matters.—*Japan Mail*.

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

After the recent spurt in Docks business generally has become abnormally dull, and there is every probability of its remaining in that condition for the next few weeks. The demand for the Dock Company's stock has not been maintained, and offers to sell at 42 per cent. premium are heard all round, without leading to anything decisive. One or two small lots have been asked for at 41, and no doubt they will be forthcoming during the course of the afternoon. A few sales in Chinese Insurance shares have been booked at the quoted rate, 307½, and more could be procured at that price without difficulty. Hongkong Fires, as we predicted yesterday, are gradually on the decline, and holders are very anxious this morning to sell at 96½, a further reduction of five dollars per share, buyers, however, holding aloof even at that reduced figure. We are not acquainted with any special reasons for this decline, but no doubt something tangible does exist, and there appears every probability of the stock still further declining in public favor. Hotels are also weaker at the old quotation, 114 per share, no business having been done, although sellers are anxious on all sides to come to terms. Sugars are also a drug in the market at subjoined quotation. A few Ice Company's shares have changed hands at 127½, which completes of the whole of the business transacted.

SHARES.

Hongkong and Shanghai Banking Corporation—114 per cent. premium, Sellers.
Union Insurance Society of Canton—\$1,675 per share, ex dividend.
China Traders' Insurance Company—\$1,600 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yongtze Insurance Association—Tls. 830 per share.
Chinese Insurance Company—\$307½ per share, sales.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$965 per share, Sellers.
China Fire Insurance Company—\$285 per share, Sellers.
Hongkong and Whampoa Dock Company—42 per cent. premium, Sellers.
Hongkong, Canton, and Macao Steamboat Company—\$25 per share premium, Sellers.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$114 per share, Sellers.
China Sugar Refining Company, Limited—\$160 per share, Sellers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Hongkong Ice Company—\$127½ per share, Sales.
Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881—3½ per cent. premium.

EXCHANGE.

On LONDON—Bank Bills, T.T. 3/8½
Bank Bills, at 30 days' sight 3/8½
Bank Bills, at 4 months' sight 3/8½
Credits, at 4 months' sight 3/8½
Documentary Bills, 4 months' sight, 3/10
On PARIS—Bank Bills, on demand 4/69
Credits, at 4 months' sight 4/82
On BOMBAY—Bank, T.T. 223½
On CALCUTTA—Bank, T.T. 223½
On SHANGHAI—Bank, T.T. 73½
Private, 30 days' sight 73½

“Lawrence, my dear,” said his wife, wreathed in smiles, “I wish you had been to church this morning. Mr. Johnson was very interesting; and when he prayed for the absent ones—”
“Well, that accounts for it, then. I haven't caught such a string of fish for a year as I did this morning.”

An elderly resident of Newton was approached by an agent for a Cyclopedist. “I guess I won't get one,” said the elderly resident, and frankly added: “I know I never could learn to ride one of the posky things.”

“Why were you late this morning, sir?” said the teacher rather sharply. “Well, sir, you see I heard that a little fellow next door to us was goin' to have a dressin' down with a bed cord, and so I waited to hear him howl.”

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 11, FOKIEN, British steamer, 505, J. C. Abott, Taiwanfoo 8th October, and Amoy 10th, General.—Douglas Lapraik & Co.
Oct. 11, DIAMANTE, British steamer, 514, Cullen, Amoy 10th October, General.—Russell & Co.
Oct. 11, ORESTES, British steamer, 1323, Webster, Amoy 10th Oct., Tea.—Butterfield & Swire.
Oct. 12, CHINKIANG, British steamer, 709, S. M. Orr, Canton 11th Oct., General. Siemens & Co.
Oct. 12, PAKHOI, British steamer, 891, Deville, Canton 12th Oct., General.—Butterfield & Swire.

DEPARTURES.

Oct. 12, WELLE, German steamer, for Tientsin.
Oct. 12, PERNAMBUCO, British steamer, for Saigon.

PASSENGERS.

ARRIVED.

Per Fokien, British steamer, from Taiwanfoo and Amoy, 74 Chinese.
Per Diamante, British steamer, from Amoy, 263 Chinese.

DEPARTED.

Per Pernambuco, steamer, for Saigon, 100 Chinese.

TO DEPART.

Per Olympia, steamer, for Haiphong, 6 Chinese.
Per Vorwaerts, steamer, for Hoihow, 10 Chinese.

REPORTS.

The British steamer Orestes, from Amoy, reports light Easterly wind and fine weather.

The British steamer Diamante, reports left Amoy on the 10th inst. had light variable winds and fine weather. Steamers in port Galley of Lorne, Stentor, and Hailong.

The British steamer Fokien, reports from Taiwanfoo to Amoy light Westerly breeze and fine clear weather; Amoy to Hongkong, light airs and calms, and fine weather with South-westerly winds. In Amoy, steamers Hailong, Stentor, and Galley of Lorne. Passed Company's steamer Namoo off Breaker Point; steamer Orestes left Amoy for New York at noon on the 10th inst.

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 11th and 12th October.
BAROMETER—1 P.M. 30.010
Do. 4 P.M. 29.968
THERMOMETER—1 P.M. 82.
Do. 4 P.M. 82.
Do. 1 P.M. (Wet bulb) 77.
Do. 4 P.M. Do. 77.
BAROMETER—9 A.M. 30.008
THERMOMETER—9 A.M. 79.
Do. 9 A.M. (Wet Bulb) 76.
Do. Maximum 82.
Do. Minimum (over night) 77.

MAILS.

The following mails will close:—

TO-DAY, 12th October.—
For Manila, per Diamante, at 3.30 p.m.
For Swatow, Amoy and Foochow, per Kwangtung, at 5 p.m.
For Ningpo and Shanghai, per Chinkiang, at 3.30 p.m.
For Shanghai, per Pakhoi, at 3.30 p.m.
For Swatow, per Bellona, at 4.30 p.m.

TO-MORROW, 13th October.—
For Singapore, Penang, Colombo and Bombay, per Dido, at 2.30 p.m.
For Port Elizabeth and Cape Town, per Berwickshire, at 5 p.m.
For Swatow, per China, at 9.30 a.m.
For Swatow, Taiwanfoo and Tamsui, per Fokien, at 11.30 a.m.
For Hoihow and Haiphong, per Lido, at 5 p.m.

ON FRIDAY, 14th October.—
For Kobe and Yokohama, per Niigata Maru, at 3.30 p.m.
For San Francisco, per Caspacia, at 2.30 p.m.
For Bangkok, per Dale, at 3.30 p.m.

ON SATURDAY, 15th October.—
For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per City of Peking, at 2.30 p.m.
For Straits Settlements and Calcutta, per Lennox, at 2.30 p.m.

ON MONDAY, 17th October.—
For the United Kingdom and Europe, via Brindisi; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per Rosetta; printed matter at 2 p.m., letters at 3 p.m.

ON WEDNESDAY, 19th October.—
For Nagasaki and Yokohama, per Sanda, at 3.30 p.m.

ON MONDAY, 24th October.—
For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar, per Inaoudy, for printed matter at 10 a.m., and letters at 11 a.m.

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CHUTNIES & CURRY
POWDER, TAYSSONBAU'S
FRUITS in juice.

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pts. and qts.
Krug's CHAMPAGNE, pts. and qts.

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ARAUZAN (Chateau), pints and quarts.
ERMITAGE LUDON, THIBOUF (Chateau), pints and quarts.
CHATEAU LAROSE (Coudier & Adet's), pints and quarts.
CHATEAU LAFITE, pints and quarts.
IRES GRAVES, pints and quarts.
BREAKFAST CLARET, pints & quarts.
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Chambertin, Chablis (White), Liebfraumilch, Hockheimer, Niersteiner, Steinberger Cabinet, Rudesheimer Berg, Konin Victoria, Berg, Chateau Yquem, G and Vin, Haut Sauterne, Marsala, Saccione's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s Brandy, Remyer Guillet & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jameson's Irish Whisky, Royal Glendee Whisky, AVH Gin, Swaine Boord & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curacao pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

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eign and British Portions \$25.00
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*Drapery Store, Nos. 8 and 10,
Peel-street,*

HAS For Sale, ex recent arrivals,
European Goods.

Coloured Alpaca.
French Prints.
Coloured Flannels.
Pompadour Satin.
Crewel Work of latest fashion.
Tooth Brushes.
Andalusian Wool (all colours).
Infants' Christening Robes.
Ladies' Skirt Pleating.
Fringing, assorted kinds.
Children's White Washing Hats.
Carrying Cloaks.
Ladies' Costumes of the best quality
and latest designs.
Pale blue, pale pink, and cream Mull
Muslins.
Infants' Silk Bonnets.
Pale, blue, and cream Book Muslins.
Ladies' Silk Hose—black, white, and
colored.
White Silk Mittens.
Ladies' striped Cotton Hose.
Gentlemen's White and Balbriggan
Half-hose.
Gentlemen's, Ladies', and Children's
Gauze Singlets.
Silk Ribbons.
Stays and Silk Scarves.
French and Swiss Embroidery.
Gentlemen's White Linen Shirts and
Drawers.
Hair Brushes.
J. & P. Coates' Machine Cotton, 300
yards reel, and a lot of useful
articles for Ladies dresses, &c.

Indian Bed Quilts, Ladies Shoes,
Gentlemen's Boots, Crimson Shetland
Shawls, and various kinds of Flannels.

Indian Goods.

Gentlemen's Smoking Caps.
Cashmere Shawls.
Cashmere Cloth for Ladies' Dresses.
Indian Jewellery, comprising Silver
Bangles, Neck-laces, Belts, &c.
Ramporee Chuder.
&c., &c., &c.

Chinese Goods.
Silk Crape Shawls, Silk Hand-
kerchiefs, Scarves, &c., &c.,
Hongkong, 21st June, 1881.

R. FRASER-SMITH,
PUBLIC ACCOUNTANT,
ARBITRATOR,
AND
COMMISSION AGENT.
CLUB CHAMBERS, HONGKONG.

NEW DIRECTORY
FOR THE FAR EAST.

A NEW DIRECTORY FOR
CHINA, JAPAN, AND THE
PHILIPPINES,
FOR THE YEAR 1882,
WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED
"THE HONGKONG DIRECTORY
AND HONG LIST FOR THE
FAR EAST."

THE above work will be published
on the 1st of January next, at
the office of this Paper, and will con-
tain a Directory for the Ports in the
large portion of Asia comprised be-
tween Penang, in the Straits Settle-
ments, and the Northern Ports, includ-
ing Formosa; the Treaty Ports of China
and Japan; the Philippine Islands; the
British Colony of Hongkong; and the
Portuguese Colony of Macao. The work
will also contain the Principal Treaties
between European countries and the
United States and the countries East
of the Straits, together with conditions
of Trade, and the Port, Customs, Con-
sular and Harbour Regulations for the
Ports of China and Japan; and a de-
scription of the Ports, with the latest
Trade Statistics taken from the Reports
of the Imperial Maritime Customs and
other reliable sources.

The various Governments and Mu-
nicipal Corporations will be applied to
for information, and all Public Bodies
and Companies, Bankers, Merchants,
Consuls, and Professional and other
Residents, will supply the necessary
matter to ensure correctness upon forms
sent for that purpose. The Naval and
Military portions will be taken from
the latest published official lists and
revised at Head-quarters; in fact no
pains will be spared to make "THE
HONGKONG DIRECTORY AND HONG LIST
FOR THE FAR EAST" a perfectly reliable
vade mecum.

It is intended to make this work a
medium for Advertisers at a cheap
rate, and the charge for Advertise-
ments will be

**\$10 per page in Hongkong,
and \$12 at Outports.**

The size of the Page will be SEVEN
INCHES AND A HALF LONG by FOUR INCHES
AND THREE-QUARTERS; this space will
admit of a large quantity of matter
and all Advertisements will be taste-
fully and prominently displayed.
Blocks of any description will be in-
serted, but these must not exceed
the above dimensions.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" will, in
order that it may circulate extensively
outside this Colony, be published at a
POPULAR PRICE, and can be or-
dered at this Office or obtained from
the Agents (list to be hereafter pub-
lished) for

TWO DOLLARS.

There is not space in the compass
of an ordinary advertisement to detail
all the mass of information it is in-
tended to introduce into the work, but
it may be fairly asserted that no such
Directory has ever been published
either in Hongkong, or any other
part of the East, at the price.

"Telegraph" Office, Hongkong,
October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes
of reference, into five sections:—NO. 1 extending from Green Island to the P.
and O. Company's Wharf; NO. 2 from the P. & O. Company's Wharf to the
Canton and Macao Steamboat Co.'s Wharf; NO. 3 from the Canton and Macao
Steamboat Co.'s Wharf to the Government Wharf; NO. 4 from the Govern-
ment Wharf to the Wanchai Pier; and NO. 5 from the Wanchai Pier to
Kollett's Island.

Vessels.	Section	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Anger Head	3 Oct.	7 Roper	British	1299	D. Lapraik & Co.	
Ashington	2 Oct.	9 Allason	British	809	Siemssen & Co.	
Bellona	7 Oct.	7 Fickmeier	German	789	Kung Onn.	
Cascapedia	2 Sept.	11 Fraser	British	1924	Russell & Co.	
China	2 Oct.	11 Schoer	German	648	Hing Koo.	
Chinkiang	3 Oct.	12 Orr	British	799	Siemssen & Co.	
City of Peking	3 Oct.	5 Berry	American	5078	P. M. S. S. Co.	
Conquest	3 Sept.	28 Hamlin	British	318	Shun Hang Hong.	
Dale	1 Oct.	8 Thompson	British	644	Yuen Fat Hong.	
Diamante	3 Oct.	11 Cullen	British	514	Russell & Co.	
Dido	3 Oct.	6 Gutmann	Austrian	815	Melchers & Co.	
Esmeralda	3 Sept.	30 Talbot	British	395	Russell & Co.	
Fame	3 —	A. Stopani	British	117	H. K. & W. Dock Co.	
Fokien	3 Oct.	11 Abbott	British	509	D. Lapraik & Co.	
Fyon	4 Oct.	5 Grove	Danish	209	Siemssen & Co.	
Himalaya	2 Oct.	10 Beedle	British	814	Tong Kee & Co.	
Hungarian	3 Sept.	30 H. J. J. Wise	British	989	Geo. R. Stevens & Co.	
Japan	3 Oct.	6 Gardner	British	1865	D. Sassoon, Sons & Co.	
Joloano	3 Oct.	11 Marquez	Spanish	654	R. Mourente.	
Kang-ohi	1 Oct.	10 Marsden	British	688	C. M. S. N. Co.	
Kiung-chow	2 Oct.	10 A. Love	British	159	Chinese.	
Kwangtung	3 Oct.	10 Young	British	674	D. Lapraik & Co.	
Lennox	3 Sept.	30 Scott	British	1327	Jardine, Matheson & Co.	
Lido	2 Oct.	8 Puddicombe	British	620	Chinese.	
Nona	2 Oct.	11 Waeffel	German	669	Ed. Schellhass & Co.	
Niigata Maru	3 Oct.	10 Wynn	Japanese	1095	M. B. M. S. S. Co.	
Ocean	3 Sept.	11 Webber	British	1039	Geo. R. Stevens & Co.	
Olympia	3 Oct.	2 Wagner	German	998	Chinese.	
Orestes	3 Oct.	11 Webster	British	1323	Butterfield & Swire.	
Pakhoi	3 Oct.	12 Deville	British	891	Butterfield & Swire.	
Penodo	2 Oct.	8 Kenderdino	British	652	Tung Kee & Co.	
Phoenix	3 Oct.	2 Behrens	German	789	Melchers & Co.	
Rajanattianuhar	1 Sept.	21 Hopkins	British	933	Yuen Fat Hong.	
Sea Gull	4 —	Hayden	American	48	China Traders Co.	
Shun Tip	3 July	7 Man Fu	Annamese	93	Captain.	
Sunda	3 Sept.	13 Reeves	British	1029	P. & O. S. N. Co.	
Tung-ting	3 Oct.	10 F. Dunn	Chinese	315	C. M. S. N. Co.	
Tunis	* Aug.	15 Irvine	British	886	Jardine, Matheson & Co.	
Vorwaerts	2 Oct.	8 Evers	German	612	Wieler & Co.	
Yangtze	* Sept.	30 Schultze	British	782	Siemssen & Co.	
Yee-Tay	3 July	7 Lee Tung Tuk	Annamese	1200	Captain.	

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Alva	2 Aug.	14 L. de Souza	Port. ship	632	Brandao & Co.
Anna	3 Oct.	6 Davidson	Ger. bark	350	Wieler & Co.
Berwickshire	5 Aug.	30 J. Bruce	Brit. bark	533	Order.
Bua Cacao	2 Aug.	27 C. Lange	Siam. bark	338	Yuen Fat Hong.
Clara	3 July	20 Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3 July	22 J. G. Stover	Amer. ship	1485	Vogel & Co.
Edmond Phinney	5 Sept.	14 J. Berry	Amr. bark	751	Carlowitz & Co.
Elvira Dorale	1 Sept.	9 Pimentel	Hawai. sh.	1363	Captain.
Flora	3 July	18 Will Block	Ger. bark	970	Carlowitz & Co.
Friedrich	3 Oct.	5 Spiesen	Ger. bark	595	Siemssen & Co.
Gustav & Oscar	1 Sept.	16 Hartmann	Ger. ship	1352	Captain.
Helen Marion	2 Sept.	27 Robinson	Brit. bark	693	P. & O. S. N. Co.
Helicon	5 Oct.	5 Howe	Amr. ship	1199	Captain.
Hindustan	** Sept.	10 Belyea	Brit. ship	1547	Captain.
Hope	4 Oct.	7 Curty	Amer. ship	797	D. Lapraik & Co.
Iceberg	4 Sept.	24 C. F. King	Amr. ship	1177	Siemssen & Co.
Ino	8 Oct.	8 Bohsen	Ger. bark	344	Wieler & Co.
Johanna	2 Sept.	15 Fuendeling	Ger. bark	844	Captain.
Kim Soon Hoat	1 Aug.	16 P. Beng	Siam. bark	208	Chinese.
Laurens	4 Oct.	7 A. Snow	Amer. ship	808	Melchers & Co.
Mary L. Stone	3 Sept.	5 A. D. Field	Amr. ship	1458	Russell & Co.
Meridian	2 Aug.	26 Schmidt	Sm. 3-m sch.	295	Chinese.
Morning Star	3	Michaelson	Siam. bark	570	Chinese.
New Era	4 Aug.	15 Sawyer	Amr. ship	1147	Russell & Co.
Phoenix	1 Oct.	7 F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2 Sept.	10 Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4 Oct.	7 Watson	Amr. bark	1018	Arnhold, Karberg & Co.
R. Robinson	5 Sept.	14 Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5 Feb.	6 Vincent	Amr. schr	81	W. H. Ray.
Star of India	2 Aug.	19 H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4 Sept.	16 Swain	Amr. bark	1102	Russell & Co.
Sumatra	2 Oct.	3 Fribe	Brit. bark	740	Russell & Co.
Syren	2 Oct.	5 Braun	Amr. ship	875	D. Lapraik & Co.
The Tweed	2 Aug.	8 J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5 Sept.	22 C. M. Norris	Amr. ship	1229	Geo. R. Stevens & Co.
Twilight	5 Sept.	27 Westland	Amr. ship	1303	Arnhold, Karberg & Co.
Wagrien	2 Aug.	26 Dibbern	Ger. schr	179	Captain.
Woga	5 Oct.	1 A. Leopold	Ger. ship	1115	Melchers & Co.
Wm. Hales	4 Sept.	13 Dickey	Amor. bark	868	Adamson, Bell & Co.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.